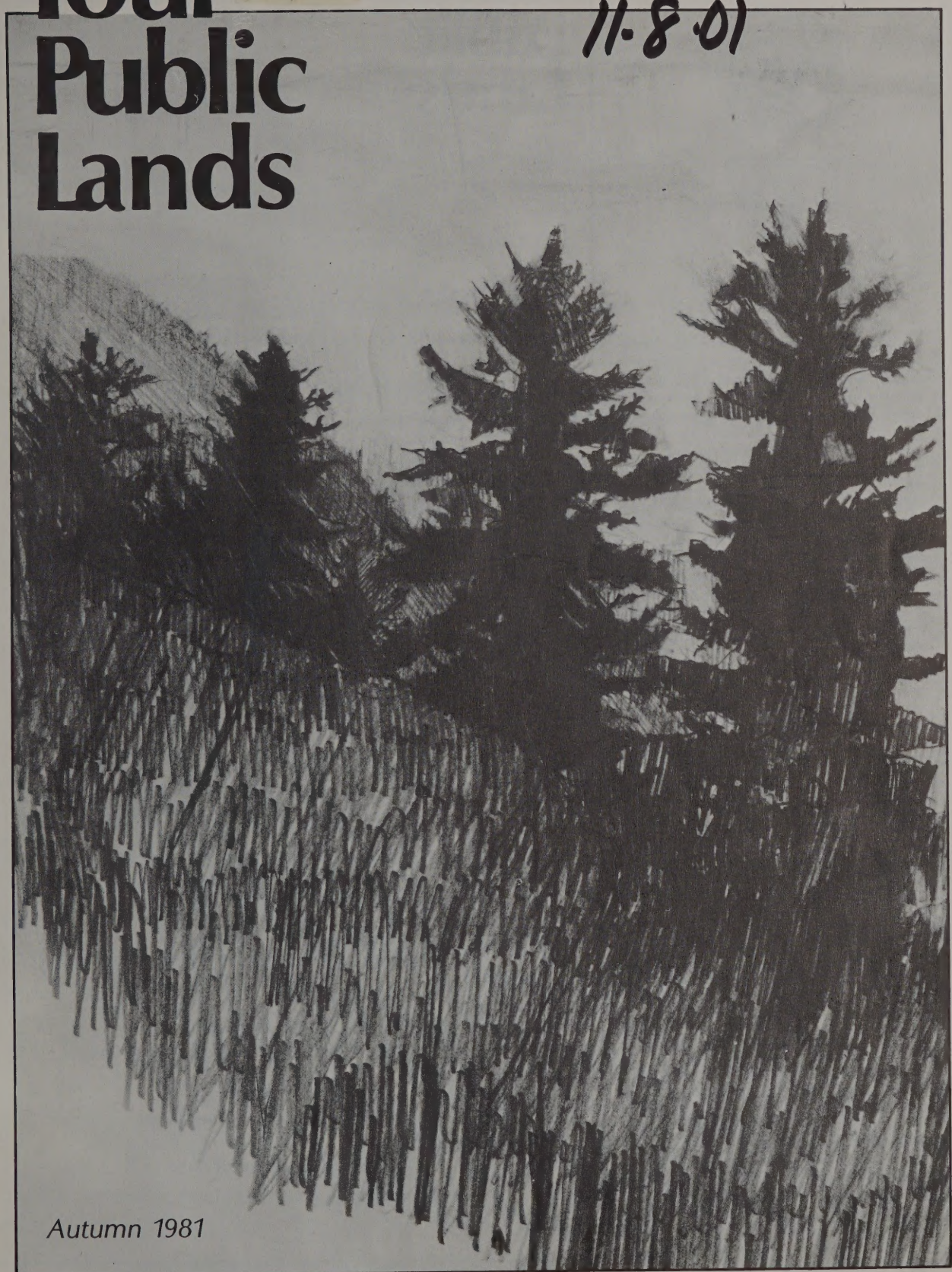
Your Public Lands



Autumn 1981

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

U.S. Department of the Interior. As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

YOUR PUBLIC LANDS, the official publication of the Bureau of Land Management, U.S. Department of the Interior, is issued in Spring, Summer, Autumn and Winter.

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For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Subscription price, $9.50 per year, domestic; $11.90 per year, foreign mailing; $2.50 per single copy domestic and $3.15 per single copy for foreign mailing.

The printing of this publication was approved by the Office of Management and Budget, Jan. 20, 1978.

Your Public Lands

Autumn 1981
Volume 31
Number 4

Contents

Dear Reader:

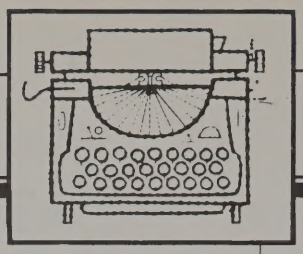
Because the public lands belong to you, the public, the Bureau of Land Management's quarterly magazine has been given a new name, *Your Public Lands.*

The BLM, which administers most of the nation's public lands, wants you to be represented in shaping decisions in the management of these lands.

In the 30 years since *Our Public Lands* was first printed, many policies and regulations have changed, giving you, the public, more opportunity to fashion the future of the public lands and giving BLM the opportunity to explore ways of improving the quality and quantity of services provided to you.

Truly, the public lands are your lands and *Your Public Lands* will continue to provide basic factual information about those lands to inform and assist all those for whom we manage the lands.

The Editor



News Highlights

Oil and Gas Leasing

Supporters of an all competitive oil and gas leasing system are seeing the current flurry of Congressional hearings on Federal oil and gas theft as a spring board to eliminate the existing over-the-counter and lottery system. Public Land News, a Washington, D.C.-based newsletter, says pending legislation to abolish the current system will be reintroduced, but admits it stands little chance in the current session and would take another year to get real action. States which benefit by revenues from the current system are expected to oppose the change.

Rights-of-Way Process Simplified

Improvements have been made by the BLM in processing rights-of-way applications. Additional changes are under study to further streamline the permitting process.

BLM is responsible for issuing permits involving the use of public lands. For pipeline projects, in particular, BLM is the authorizing agency whenever lands managed by two or more Federal agencies are involved.

BLM has done a study which contains several recommendations for further improvement of the procedures.

Recommendations range from the simple and seemingly obvious -- such as ways to help applicants learn where and how to file -- to more complex questions involving interagency coordination. Other suggestions include standardizing application forms; improvement of funding techniques; and refinement of Bureau procedures.

BLM Hawks Helps Eagles

Because of BLM wildlife biologist, Steve Hawks, a pair of bald eagles are not homeless.

The eagles make their home each summer at Eagle Lake near Susanville, Calif. The nest had been toppled from its tree during a mid-summer thunderstorm.

A bald eagle's nest is a massive structure built over a period of several years and used year after year.

Hawks scaled the 200-foot tall ponderosa pine to prepare a new site for a new nest. Building a platform of two-by-fours, Hawks then hauled up most of the original nest material and roughly reconstructed the nest. The pair of eagles moved right in and, after a few home improvements, hatched a healthy baby bald eagle.

Animal Adoption Fees

Higher adoption fees for wild horses and burros which would have gone into effect October 1 have been delayed until January 2. BLM Director Robert Burford said, "The delay will give us time to assess the effects of the fee increase on demand for wild horses and burros." The fees, $200 for horses and $75 for burros, were set in response to Congressional and Executive directives to reduce the Government's subsidy for the program.

Nevada to Get Fort Mohave Lands

A decision to sell 9,000 acres of Federal land to the State of Nevada was announced in July by Interior Secretary James G. Watt. The lands are located north and west of the Fort Mohave Indian Reservation and lie along a 44-mile stretch of the Colorado River. The sale will fulfill the terms of the 1960 Fort Mohave Act directing the Department to sell these lands to the State of Nevada unless there were overriding environmental reasons for Federal retention.

According to a master plan for the use of the lands developed by the State of Nevada, the State will zone the area for residential, resort, commercial and industrial development.

Stipulations contained in the sale agreement require the State to have a hydrological engineer prepare a plan to protect the proposed development from flooding and a provision to prevent discrimination in the hiring of persons to develop or maintain the area.

Land Exchange

BLM is currently evaluating the regulations on exchanges to identify procedures to expedite and simplify the process of State land exchanges for public lands. Meanwhile, the Arizona indemnity selection program is working well. BLM has transferred 22,000 acres to that State and approved another 34,000 for transfer within the next few months. The program in Utah has been temporarily postponed while the State and BLM work on a Statewide program to adjust respective boundaries. BLM recently signed a memorandum of understanding with California on selections. Only 50,000 acres of entitlement rights remain to complete the program in that State.

Old Laws Out of Touch with the Times

By Henry 'Beau' Beauchamp

Throughout our Nation's history, the public lands have played a major role in the expansion, development, and stabilization of our society. Without the distribution of these public lands, settlement of the vast western regions of the United States would have been even more difficult.

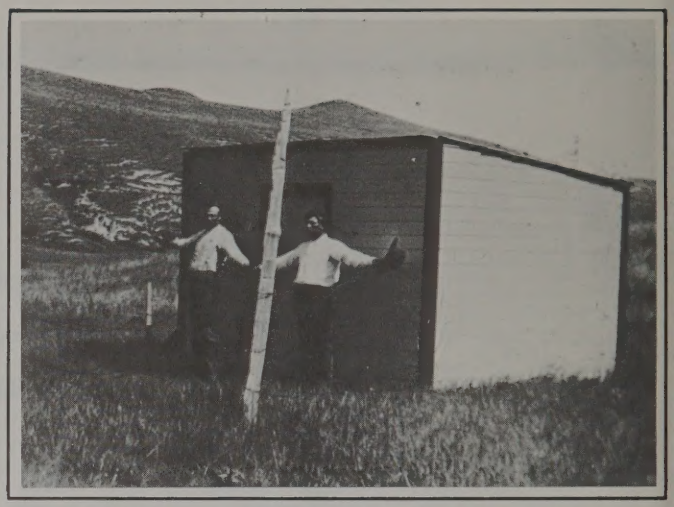
To meet the frontiersman's desire for land and to carry out the dynamic expansion and settlement of the West, a multitude of public land laws were passed. Most of these were enacted to facilitate agricultural development, which was considered the highest priority and best use for the lands at that time. Then, as now, it was believed that all lands should be put to a productive use, be it for minerals, timber, agriculture, or other uses. More than three million acres of public lands have been patented to people willing to work hard at establishing a viable, producing farm.

However, at the time of the passage of these laws, and for several decades thereafter, there was ample land suitable for agricultural development. As these prime lands were settled, the agricultural land base became smaller, thus the number of acres patented under these Acts dwindled to a mere trickle of what they once were. This decline is not due solely to the amount of suitable land, but can also be attributed to the lack of water for irrigation and the allowable acreage not being large enough to constitute an economical unit.

The Homestead Act

Foremost among these early laws was the now-repealed Homestead Act of 1862. This Act entitled a person to 160 acres of public land at very little cost, with the major requirements being that the settler live on the tract and farm it for a period of five years. Contrary to popular belief, most of the land patented under this Act was not in the later half of the Nineteenth Century, but during the first part of the Twentieth Century. But, under the stimulus of this act and other agricultural acts, the settlement of the West was begun.

After the fertile prairies of the Great Plains and the alluvial valleys of the Inter-Mountain West were settled, the great westward agricultural migration reached the phenomenal expanse of the arid and semi-arid public lands. In order to cultivate these lands, Congress passed numerous land disposition laws. Three of these are still in effect.



(Left) The dust would be a long time settling after these homesteaders took off at noon in a race to claim prime tracks of the 6,500,000 acre Cherokee Outlet, Oklahoma offering on September 16, 1893. Thirty six thousand persons registered with the General Land Office to establish their right to run in at the appointed time of opening. (Right) Be it ever so humble, a residence on homestead land was a requirement for five years prior to receiving a patent on the land from the Government.

The Desert Land Act

The first of these Acts was the Desert Land Act, passed by Congress on March 3, 1877. Somewhat different from the Homestead Act, its main purpose was to encourage settlement and development of the arid and semi-arid lands. It did not require residence, nor was the land free.

The purpose and theory of the Desert Land Act is best described by the following quote from the regulations:

> (a) It is the purpose of the statutes governing desert land entries to encourage and promote the reclamation, by irrigation, of the arid and semi-arid public lands of the Western States through individual effort and private capital, it being assumed that settlement and occupation will naturally follow when the lands have thus been rendered more productive and habitable.
>
> (b) Such reclamation is often a difficult and expensive undertaking, and desert-land entrymen sometimes find serious difficulty in complying with all the requirements of the law, particularly persons who possess little capital.

The Act applies only to public lands within the States of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, North and South Dakota, Oregon, Utah, Washington, and Wyoming that will not produce agricultural crops without irrigation. It does not include timberlands.

When the Act was originally passed, the settler was allowed to enter and reclaim 640 acres of desert land. This was considerably more than the 160 acres allowed by the Homestead Act. However, Congress realized that the arid and semi-arid regions of the West were not conducive to the same type of agricultural methods as the previously settled lands, and by offering larger acreage, more people might be induced to settle. The 640 acres was also a way to reward those settlers for the large amount of capital expended for irrigation, reclamation, and purchasing the land.

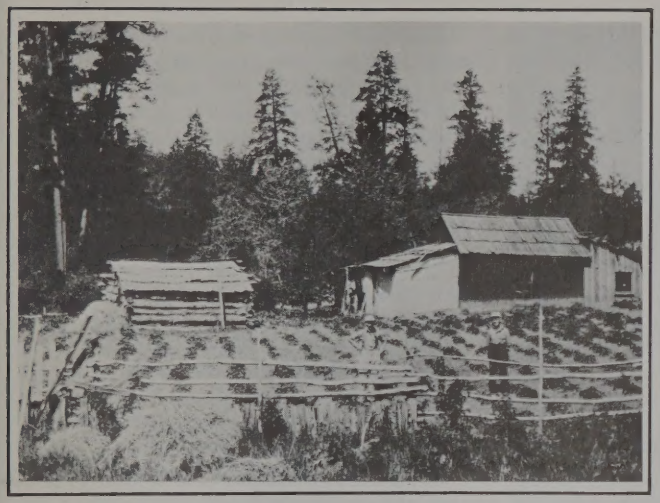
In August, 1890, Congress passed a law reducing to 320 acres the amount of public lands that any one person could acquire. Thus, only thirteen years after the passage of the Desert Land Act, the amount of allowable acreage was cut in half. There were several reasons for limiting the acreage, but the overriding one was that too much of a strain was being placed on the settler to sustain such large acreage.

The requirements established in the original Act are basically the same ones a settler must meet today. Some of the general requirements are listed below.

- Except for the State of Nevada, the settler must be a resident of the State where he/she is filing.
- A settler must develop an adequate water supply to irrigate all the land applied for and develop a system of distribution.
- Entitlement is restricted to 320 acres.
- You must be a U.S. citizen or declare intention to become one.
- You must be at least 21 years of age.
- It must be economically feasible to cultivate the lands.
- At least 1/8 of the land acquired must be cultivated.
- There is a fee of $1.25 per acre purchase price and at least $3.00 per acre must be spent on improvements (irrigation, clearing, leveling, etc.)

Overall, the rules of this Act are far more liberal than those of the Homestead Act. Under the Homestead Act, only the head of a family could apply, and the applicant could own no other land. Both of these restrictions were left out of the Desert Land Act, which does, however, prevent corporations from making entries or taking desert land assignments.

As of 1979, the Bureau of Land Management had patented 10,859,632 acres under this Act since its passage in 1877. Due to the availability of water, more than half of the acres patented have been in Montana, Idaho, and Wyoming;



A home on the prairie meant a base of operations from which to work the land. Some Homesteaders stuck to the basics while others elaborated on basic shelter.

whereas the more arid States have been unable to develop large acreages. Because of the dwindling water supply, high capital investment, and low economic return, the number of acres patented each year has dropped over the last few decades. Only 3,000 acres were patented in 1979.

The Carey Act

Although the Desert Land Act met with some success, it was not the panacea that people had dreamed of, due mainly to the cost of irrigation. The western people in the late 1800's felt that a new approach to land reclamation was needed to replace the haphazard and costly methods of irrigation which were being used. They wanted irrigation to be controlled by either the Federal or State government and not by the individual.

In 1894, Joseph M. Carey, a United States Senator from Wyoming introduced a Bill authorizing one million acres of land to each of the thirteen States to which the desert land laws apply. The Bill was signed by President Grover Cleveland on August 18 of that year. It was later amended to allow Nevada, Colorado, and Wyoming two million acres and Idaho three million acres.

This law has basically the same requirements as the desert land

laws, but with four major exceptions: (1) Perhaps the most important aspect was that the States were responsible for the development of an irrigation system; (2) The administration of the law was left to the States, with the Federal government acting as patentor; (3) As with the original homestead law, the settler had to build a habitable house on the entry; (4) A settler could only acquire 160 acres.

Once the State makes application and the lands are segregated from other forms of entry, the State has up to fifteen years to ensure that all land will be irrigated, occupied, and that at least twenty acres of each 160-acre tract is cultivated by a settler.

Though it is the States' responsibility to ensure irrigation, seldom are they directly involved in the construction and operation of the system. The usual pattern is for a corporation to approach the State with a proposed plan of development, the State applies to the Federal government for the land, and the corporation builds the irrigation works. The developer then recovers his investment by selling water shares to settlers within the project.

This all appears fine on paper, and in some cases it works out well for all parties. But, more often than not, the developer has failed to construct the system, or the price of the developed water has been more than settlers can afford. Consequently, very little acreage has been patented under this Act.

Indian Homestead and Allotment Laws

During the latter part of the 1800's and the first decade of the 1900's, several laws were passed giving Indians special privileges for acquiring land. All of these laws stemmed from assumed racial differences. Although this discrimination may shock people today, one needs only to remember that it was not until 1924 that this Nation recognized American Indians as citizens and gave them the freedoms that their successors to the land had enjoyed for almost a century and a half.

The original Indian Homestead Act of 1875 had two main purposes. The Indian, not being a citizen, nor able to apply for citizenship, was denied the resources of the Homestead Act of 1862. The passage of this Act rectified the situation. Also, Congress believed that if an Indian had abandoned, or would abandon his tribal relations and take up homesteading, he would better serve the Nation. The Indian Homestead Act of 1884 amended the later proviso and granted homestead privileges, regardless of tribal relations.

Although these Acts gave Indians the right to acquire public land, it had long been the policy of the Department of the Interior not to prosecute any Indian who resided on the public land, so long as the land was being cultivated and improved.

The General Allotment Act of 1887, as later amended, is considered to be the basis of our present laws and regulations pertaining to public lands used for Indian settlement. The Act, along with other Acts and amendments, established the quantity and manner by which land could be settled. The Indian homestead and allotment laws provided for a maximum allotment of up to 40 acres of irrigable land, 80 acres of non-irrigable agricultural land, or 160 acres of non-irrigable grazing land to any Indian not residing on a reservation.

The homestead and allotment laws, as amended, provide that, once an Indian meets all requirements for acquiring public land, the United States will hold that land in trust for twenty-five years. This trust period has both advantages and disadvantages. One advantage is that during this period the land is exempted from taxation. A disadvantage is that the individual cannot dispose of or acquire a loan on the land before the trust period terminates.

Congress, realizing the inadequacies of these and other public land laws, established the Public Land Law Review Commission in 1964. The Commission, Chaired by Senator Wayne N. Aspinall of Colorado, suggested several alternatives to the land laws in its final report issued in 1969. The alternatives were to: (1) repeal completely; (2) repeal except in certain States, leaving homesteading in Alaska and desert land laws in Idaho and Nevada; (3) increase acreage limitations to permit the establishment of an economical farm unit.

Since that report, the Homestead Act has been repealed by the Fedderal Land Policy and Management Act of 1976. The other agricultural land laws remain unchanged. Occasionally, these old laws kindle a glimmer of hope for landownership in the eyes of someone who knows little of the cost of land preparation for agricultural development.

This New Mexico Homesteader's abode took advantage of the little foliage found in the area to shelter the front porch from the relentless sun.

Henry Beauchamp is a Natural Resource Specialist in BLM's Office of land Resources, Washington, D.C.

Wildlife is the Winner

By Ed Roberts

The old saying that "Too many cooks spoil the pot" reflects on the vexations of shared responsibilities rather than on the skill or professional competence of individual cooks. Indeed, a lack of cooperative effort could spoil any pot, or project.

Without the cooperative effort that exists between State and Federal wildlife agencies, the pot, which is bed and board for hundreds of wildlife species, could well have been spoiled a long time ago. These critters find home in the habitat on the public land.

Some of these species are threatened or endangered and, in a few cases, the only known habitat is on public land. To manage these lands better and to foster strong working relationships with the States, Congress passed and later amended Public Law 93-452, the Sikes Act.

Enacted in 1960 to provide for management of wildlife on military reservations, it was amended in 1974 to provide for State-Federal cooperation in managing wildlife habitat on land administered by BLM and the Forest Service.

Historically, States have assumed responsibility for wildlife within their borders. On the whole, State-run game and fish programs have worked well—but situations do arise where Federal participation is necessary.

The management and regulations pertaining to migratory species such as waterfowl is one example. Ducks and geese follow annual migration patterns. During their journeys they cross a number of State boundaries. Only through Federal regulation and management can it be ensured that the hunting pressure on each species does not endanger its survival.

Another situation requiring Federal participation is in those cases where Federal Government has large land holdings within the boundaries of a given State.

BLM emphasizes management of wildlife habitat to create conditions favorable for wildlife. State agencies maintain responsibility for setting hunting seasons, determining bag limits, and other practices that have to do with the population management of wildlife.

The Sikes Act requires BLM to work with the States in planning for the development and maintenance of wildlife habitats. It also requires that special attention be given to species in danger of extinction.

BLM's primary tool for meeting the intent and requirements of the Act is Habitat Management Plans or HMPs.

In the preparation of HMP's, BLM wildlife biologists and land managers work closely with their counterparts within the various State wildlife agencies. This provides opportunity for State personnel to have meaningful input into final Habitat Management Plans. Responsibilities of both BLM and the State agency are spelled out, and each agency's fiscal responsibilities are made part of the plan. In this way both avoid duplication of efforts and expenditures. The cooperative approach has expanded joint on-the-ground efforts to better conditions for wildlife.

Presently, BLM has signed cooperative agreements to implement provisions of the Sikes Act with 15 State wildlife agencies. As a consequence, over 180 joint BLM-State HMP's in cooperation with 14 States have been prepared and are being implemented. When completed, these plans will improve habitat on some 26 million acres of public land and on 1,000 miles of streams crossing public land.

In BLM's land use planning and in Habitat Management Plans, priority is being given to those species identified by State agencies and/or by BLM as needing special attention.

Threatened and endangered species such as the peregrine falcon, bald eagle, black footed ferret, white pelican, desert bighorn sheep and several species of trout along with desert pupfish, receive priority attention. Deer, elk, pronghorn antelope, bear and salmon are examples of other animals which also have been given priority attention because of their high values for hunting, fishing, and aesthetic enjoyment.

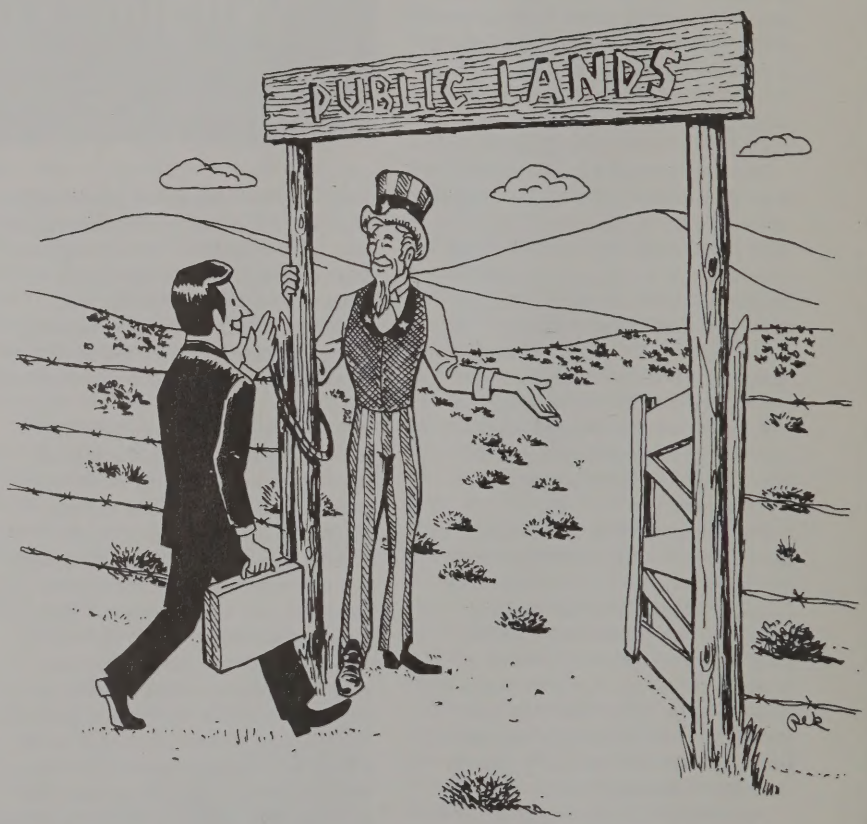
The cooperation which is mandatory under the Sikes Act has improved BLM's relations with States and other neighbors. It has allowed BLM to make cost effective use of available funds, and has strengthened the joint planning and on-the-ground working relationships within the States. The real winners, however, are the wildlife and the public who enjoy them.

Ed Roberts is a Wildlife Management Biologist in BLM's Washington, D.C. office.

Would you like to use your neighbor's land?

It's not all that difficult when your neighbor is Uncle Sam

By Ralph M. Conrad



The vast expanses of the public lands are used extensively for many forms of recreation. They are also used for timber harvesting, livestock grazing, and special recreation events. Extraction of energy and mineral resources from the public lands has become big business. But there are also many other uses that may now be authorized on the public lands under certain conditions.

The Federal Land Policy and Management Act of 1976 (FLPMA) gave the Secretary of the Interior new authority to allow State and local governments and private citizens to use, occupy, or develop lands administered by the BLM. Some of these many uses include agricultural development; residential use (under certain conditions); business, industrial and commercial uses; advertising; research projects; State National Guard maneuvers and motion picture filming. Recreational concessions are considered business uses and may be authorized by lease.

You may qualify for a land use authorization under this new program, as can any person or entity legally qualified to convey and hold lands or the interest therein, under the laws of the State within which the lands are located.

Now, you may be thinking, "Wow, I know a wonderful trout stream with a mountain view. I'll apply for a lease and put up a vacation home." Sorry, residential occupancy of public lands for full or part-time personal use is not permitted. The Bureau is required to manage the public lands for everyone under multiple-use management practices. Certain exceptions for residency, however, may be made under very strict tenure arrangements where someone had accidentally established occupancy on public lands and when removal would cause severe hardship on the occupant.

There is yet another catch. Uses which you wish to make of the public lands are not automatically authorized. Since BLM is in the business of managing the lands for everyone, the proposed use must be in conformance with BLM programs and land use plans. It must be legal and consistent with local

zoning ordinances and the proposed use must not conflict with BLM management of the lands.

There are ways, however, to obtain authorization for certain uses of the public lands. First, determine the State, and BLM District within which the land you wish to use is located. If you do not know the BLM District in which the land is located, contact the BLM State Office and describe the lands of your interest. This can be done on a map or through reference to nearby cities, towns, or prominent geographic features. Based on this information, the State should be able to provide you with the name and address of the appropriate BLM Office to contact.

Your next step is to visit, or write to the BLM District Manager. You should outline your proposed use and include a description of all facilities for which the authorization is being sought, the land needed, any alternative locations and schedule of construction of any facilities. Someone from BLM will discuss with you the suitability of your proposed use in relation to BLM plans, programs, and policies, as well as local zoning and other pertinent information.

The type of authorization you will need is dependent upon the length of time you need to use the land, the amount of capital investment, and alteration of the land. Your authorization could come under the category of either a permit, a lease, or an easement.

Permits

Permits authorize use of the land for up to three years where the use involves little or no land improvement, construction, or investment, or where the investment can be amortized within the terms of the permit. You must remember that a permit does not give you possession of the land. It is renewable under certain conditions and sometimes it may be necessary to revoke the permit so the land can be made available for another use.

Typical uses which may be authorized under permit include motion picture filming, beehives, seismic and geophysical studies, and other uses of a short-term nature.

Leases

Leases authorize use of public lands when substantial construction, development, or land improvement are involved, and when large amounts of capital may be invested. A lease conveys a possessory interest and is revocable only within its terms. Leases are issued for the length of time necessary to amortize the capital investment made. Some examples of current land use authorizations under lease include, a ski resort, outdoor recreation concessions, agricultural production, and sites for small trade and manufacturing concerns.

Easements

Public lands can also be used under an easement agreement. Easements are non-possessive, non-exclusive interests in the land which specify the rights of the holder and the obligation of BLM to use and manage the land in a manner consistent with the terms of the easement. The terms of the easement are determined by the Bureau.

Easements may be used to establish buffer zones around or adjacent to private property such as ski areas, electric power plants, ranches, resorts, or other areas where an owner or operator needs assurance that BLM will manage the lands in a manner consistent with the owner's desires.

For use of the public lands under any of these land use authorizations, you may be required to provide environmental data, evidence of valid licenses where such are required by State and local laws, water source and evidence of technical and financial capability to construct, operate, and maintain the land use for which you are requesting authorization.

Obtaining a permit for certain types of authorization may not be entirely without cost. If the appraised annual rental for the use of the land is $250 or less, there is no fee for application processing. If, however, the annual rental exceeds $250, the applicant must reimburse the Federal Government for all costs associated with processing the application. These costs could include monitoring of construction and compliance with the terms of the authorization. Costs may include the funding of additional studies necessary to insure the success of the proposed project and environmental studies upon which to base an environmental impact statement. These costs are required before application processing begins.

In addition to processing costs, you will be required to pay fair market rental for the use of the land. The amount of rent is determined by a qualified appraiser using the *Uniform Appraisal Standards for Federal Land Acquisitions.* Rent is normally determined by comparing rental rates for private lands in the vicinity and applying a similar rate to the BLM lands.

The time required to obtain a land use authorization from BLM may vary from several hours to a year or longer. Timing is entirely dependent upon the complexity of the proposed land use. Permits for uses that will have minimal impacts on the public land resources and environment may be issued in a few hours. On the other hand, authorizations for long-term uses that significantly alter the land and/or require construction of buildings, roads, and other facilities may take a year or longer. This time may be required to secure necessary State and local permits and licenses and to allow BLM to evaluate the effects of the proposed use on the public lands, resources, and the environment.

BLM is required by various laws to comply with clean air, water, and environmental standards established under these laws. In addition, BLM must assure that cultural and historic resources and the public health, safety, and welfare is protected in its management of the public lands. These safeguards do delay issuance of some land use authorizations. However, the end result is a balanced program that benefits both public and private users of the public lands.

Ralph Conrad is a Natural Resource Specialist in BLM's Office of Land Resources, Washington, D.C.

For Sale - Cheap

If you like privacy, darkness, and extreme temperatures, this one is for you. Only the very stalwart need inquire.

By Steve Brooks

When plans were announced in June to open some 10,000 acres of Alaska land for settlement, many persons had visions of the Oklahoma Land Rush, with every man for himself, racing by hoof and foot to stake out prime lots. Fortunately, because of careful planning and study, the new land offering promises to be accomplished less dramatically and without the dust of 1893.

The lands are part of a one-million acre tract north of Lake Minchumina in interior Alaska and are administered by the Bureau of Land Management. Temperature extremes, extended months of long, dark winters, and the remote location of this area will discourage all but the very hardy.

The intention is to open 10,000 acres before the end of 1981 to homesites, headquarter sites, and trade and manufacturing sites. Also, up to 400,000 acres in the area would be opened to mining under existing laws, as well as mineral leasing.

The remaining public lands in Alaska that can be opened by administrative action would be considered in Fiscal Years 1982 through 1985 and would be opened if such action comforms with approved land use plans.

This phased opening schedule would give BLM an opportunity to test and improve a land settlement process which hasn't been in effect for a number of years.

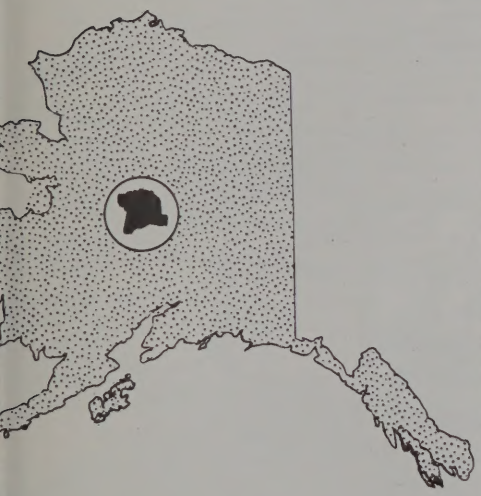
Any opening of lands must consider impacts on and needs of local residents. Also taken into consideration in determining the size of the area to be opened was that State and local governments may need to provide public services, such as schools, fire protection, and law enforcement.

Secretary of the Interior James Watt announced the plan in June, following a careful investigation into the suitability of such a project. His authority, the Federal Land Management and Policy Act of 1976 (FLPMA), in part, called for land settlement laws to continue in force in Alaska until 1986. The proposed action reopens Alaska lands which were temporarily closed to settlement by Public Land Order in 1968.

The Minchumina area was selected for the pilot program because it is least involved in State and native land selections, withdrawals, or other administrative

A sampling of the varied terrain north of Lake Minchumina

problems. The State of Alaska plans to dispose of additional lands in the vicinity thus increasing the possibility that access may be improved in the future. If the Minchumina project proves to be successful, more Alaska public lands may be opened for settlement. There are approximately 35 million acres of public land which can be administratively opened to the operation of Alaska settlement laws.



Before BLM opens the land in December, regional land use plans and environmental analyses must be completed. State and native corporations will be contacted and public meetings held to determine the lands to be opened. Public Land Orders containing specific land descriptions must be issued by December 1981.

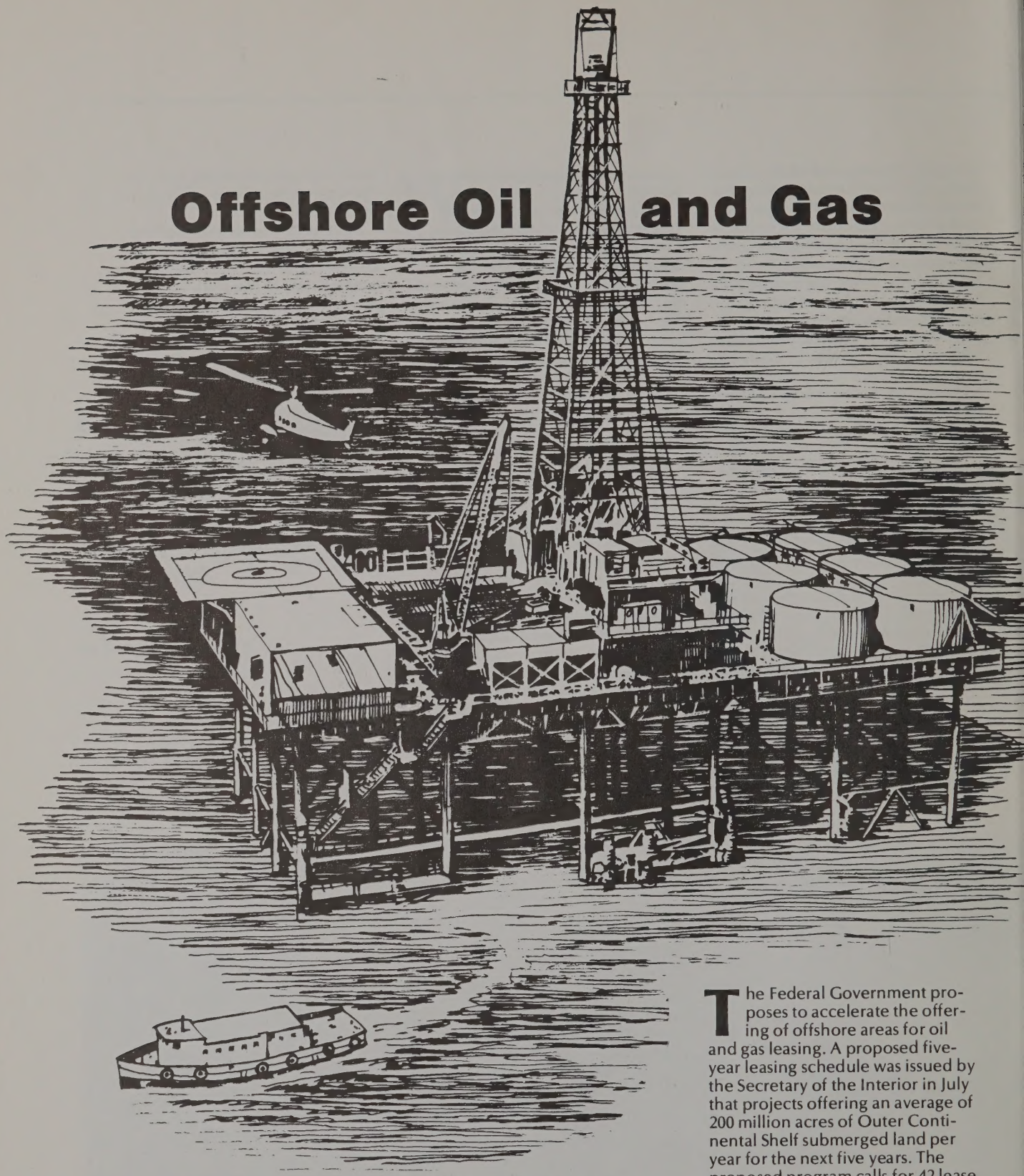
Three types of settlement lands will be available to the public: five-acre homesites, for residential use; five-acre headquarters sites, for establishing headquarters necessary to conduct business (as in trapping and guiding operations); and up to 80-acre trade and manufacturing sites. Settlers will have to construct appropriate improvements and make proper use of the lands. Homesite settlers will also have to reside on the land for a specified number of months. Each settler will have five years to make the improvements specified by the settlement. Publication and purchase of all claims is at the applicant's expense. The government will pay for survey costs of homesites, but the applicant must pay survey costs for headquarters and trade and manufacturing sites. Purchase price for all sites will be $2.50 per acre.

BLM offices have received hundreds of inquiries concerning the settlement lands since the announcement of the plan. To handle the inquiries, the BLM-Alaska State Office is developing information packets describing the lands to be opened, types of settlement offered, their acreages, and basic requirements for filing claims. Actual filings will not be accepted until the lands are opened in December. Interested persons wishing to receive information packets or more information should write:

Bureau of Land Management
Office of Public Affairs
701 C Street, Box 13
Anchorage, AK 99513

Steve Brooks is a Public Information Officer in BLM's Alaska State Office, Anchorage.

Offshore Oil and Gas



This article is a follow-up to an article which appeared in OPL, Spring 1981 issue, "The Vital Outer Continental Shelf."

The Federal Government proposes to accelerate the offering of offshore areas for oil and gas leasing. A proposed five-year leasing schedule was issued by the Secretary of the Interior in July that projects offering an average of 200 million acres of Outer Continental Shelf submerged land per year for the next five years. The proposed program calls for 42 lease sales in the five year period (1982 through 1986), an average of eight offerings a year. Under previous leasing schedules, less than 10 mil-

lion acres were offered each year. The thrust of the proposed program is to accelerate the inventorying of domestic oil and gas resources and reduce our dependence on uncertain and costly foreign energy supplies.

Prior to final approval of the program, all interested parties are given an opportunity to comment. The proposal was transmitted in July 1981 to the Congress, the Governors of affected coastal States and the Attorney General. Additional steps are required by the OCS Lands Act Amendments and a final program cannot be approved until early 1982.

To accelerate the leasing of offshore oil and gas, the pre-leasing process is also being "streamlined". In the past it took from 24 to 42 months from the time an area was initially considered for leasing until a lease sale was held and leases were issued. This pre-lease phase is being reduced to 21 months.

A call for information is replacing the old call for nominations. The OCS has been divided into 21 planning areas and each time a call for information is issued it will encompass an entire planning area. A new areawide approach is being proposed because the precise locations and quantities of oil and gas are unknown. Also, the areawide concept is designed to encourage the development of diverse exploration strategies, rather than limit them as in the past. The call for information will request potential bidders to outline broad areas where they believe petroleum may occur and request other parties to identify their broad areas of concern, such as military, socio-economic or environmental uses or conflicts.

Using information gathered from the call for information, specific areas of interest will be identified. This step, known as area identification, replaces the old tract selection process. Individual tracts will no longer be selected for study. Instead, the entire planning area will be studied. Also, broad areas will be identified as an alternative to offering the entire planning area. These broad areas may consist of sections named by potential bidders; acreage identified by the U.S. Geological Survey (USGS) as having petroleum potential; and additional acreage needed to provide large contiguous offerings. Areas determined to be unavailable for oil and gas leasing will also be identified.

After an area is identified, an environmental impact statement (EIS) will be prepared for the first offering within the planning area to assess the effects of oil and gas activity within the entire area. For subsequent offerings, a National Environmental Policy Act document will be prepared, supplementing the original EIS with information that has become available since the first document was written. This process, known as "tiering," replaces the old practice of preparing a comprehensive individual EIS for each lease offering, and allows considerable shortening of the time necessary to prepare the document.

The new process in no way weakens environmental safeguards. Potential impacts on marine life, and coastal and human resources will be analyzed and described as they have been in the past. As part of the environmental assessment process, public hearings in the areas affected by the proposed leasing will be held. Extensive consultation will continue to be conducted with Federal, State and local agencies through meetings, correspondence, and day-to-day contacts to develop and refine lease sale proposals. Public participation throughout the pre-sale process has been and will continue to be solicited in the new streamlined procedure.

The proposed offering for oil and gas will include the entire areas studied in the EIS except those areas where the Secretary determines, based on problems or conflicts analyzed in the EIS that potential losses to other values or uses cannot be adequately mitigated and outweigh the potential benefits of oil and gas activities. Additional areas which may be deleted from an offering may include those recommended by a Governor or the executive of an affected local government if the Secretary determines that the recommendations provide for a reasonable balance between the National interest and the well-being of the citizens of the affected area.

In the recent past, offerings ranged from one million to seven million acres. The government will now be offering much larger areas ranging from 9 to 10 million acres to as much as 120 million acres at each offering.

The manner of determining fair market value for OCS leases will also be streamlined. In the past, the Government evaluated each individual tract prior to a sale. The new procedure will defer fair market value determination until after the sale in order to avoid the inefficiency of evaluating tracts which do not receive bids. It will evaluate only a portion of tracts receiving bids rather than all such tracts. The primary consideration in designing this new bid evaluation system will be potential gains to the Government as measured by ability to deter underbidding and collusion. Bonus revenues to the Federal Treasury have amounted to billions of dollars per year, and more than seven billion in 1981.

The Government's proposed acceleration and streamlining of OCS oil and gas leasing was developed to help meet the Administration's goal of increasing our domestic supply of energy in an environmentally sound manner. Larger offerings may not result in substantially more acres being leased than in the past. However, the wide choice of areas should allow greatly improved exploration strategies by accommodating a much wider diversity of opinion about the location of oil and gas than the present practice permits. The streamlined process will allow early and more frequent access to promising areas and, if discoveries are made, increase production of offshore oil and gas.

PATENTING

One route to public land ownership

By Tom Evans

Today's high gold prices are spreading a contagion called "gold fever" throughout the Nation. Oldtimers are traveling out to old claims with renewed interest and newcomers are eagerly striking out to find a rich lode.

The get rich quick stories about mining that today's inflated gold prices spawn make it seem as though miners have a "good deal", but the road to obtaining a patent to Federally managed lands is a rocky one which requires substantial effort by the miner.

In order to patent or gain private ownership of a mining claim, the miner must first meet the criteria established in the 1872 General Mining Law. Basically, this means that he must have discovered a valuable mineral deposit on the claim.

"...he must have a discovery of mineral value of sufficient quantity and quality as would warrant a man of ordinary prudence in the further expenditure of his labor and means with reasonable expectation of developing a paying mine ..." says the prudent man rule formulated by the courts.

This prudent man rule means that a miner must have enough values on the claim, after subtracting transportation costs, milling costs, overhead, salary and other expenses to make a profit.

In addition , a miner must complete at least $500 worth of work on each claim. The figure may seem low but in 1872 when the General Mining Law was written, $500 bought a lot more than it does today.

Prior to applying for a patent, a miner must obtain a mineral survey of the claim. This is an actual ground survey of the exterior boundaries of the claim by a BLM certified mineral surveyor. Such surveys can cost the miner between $700 and $3,000 depending upon the claim's location, accessibility, and relationship to contiguous claims. Placer claims may not require a mineral survey if located by legal subdivision on surveyed lands.

With the survey complete, the miner is one step closer to obtaining ownership of the land, land which can be used as collateral to finance the mining operation. In addition to the primary use of the land for mining, the miner can also use the land for a homesite once title has been obtained. Such title also frees the miner from some government intervention in his activities and the requirement to perform assessment work each year.

As with so may other government processes, the first step in the patenting process is the filing of a $25 fee by the miner along with an application and documents.

The application and proof of claim are reviewed by BLM adjudicators to insure full compliance with the law. Then the application is forwarded to the Solicitor, the BLM's attorney, for his opinion on the legality of the title of the claim.

Following this, the miner must publish a notice of his patent application in a newspaper of general record in the community.

Once advertised, the claim is ready for field examination, to determine if the miner has a discovery on the claim. During the exam, a BLM geologist or mining engineer takes samples from the gravel deposits or mineral vein where the miner indicates the discovery has been made or where he feels the mineral deposit is significant.

The samples are concentrated by running them through a sluice or Denver Gold Saver, a mechanized sluice. The concentrates are panned down, just as the miner would do until the gold is recoverable or until it can be amalgamated with mercury. All gold recovered is carefully weighed, examined and described.

Gold samples are tagged and sealed in the field so that the integrity of the sample can be maintained. Further processing, weighing and amalgamation is done in the laboratory. Ore samples are sent to a qualified assayer.

The mineral examiner makes a determination of the values and prepares a report of the findings recommending that the claim be patented or not. If a miner disagrees with the recommendation, it may be contested in a hearing.

For claims which have been recommended for patenting, the miner must pay $2.50 per acre for a placer claim bringing the total funds expended to as much as $5,000 per claim.

Tom Evans is a Public Information Specialist in BLM's California State Office.

PUBLIC LANDS FOR TRANSPORTATION

The Nation would never develop to its full potential until a system of transportation had become a reality.

By Paul Herndon

The first Englishmen came to North America by ship and settled along the Atlantic wherever a natural harbor offered a favorable site for a port. In the early days most trade and travel were along the coast. As agriculture developed, individual settlers established plantations along the principle rivers, and the river became the planter's highway. Whether he sent his crops to market or his family to visit a neighbor, transportation was by water, and a boat pier was as indispensable to the operation of the plantation as a barn.

When overland travel could not be avoided, early travelers used the network of Indian trails that existed throughout the continent.

By the time of the American Revolution, the colonies had started to build roads to accommodate wagons and stagecoaches, but roads were so universally bad—often impassable in bad weather—that those with long distances to travel continued to go by boat whenever possible.

Thus, a bias favoring water transportation developed during the colonial years that remained a part of the National thinking well into the 19th century. It was reflected in such ambitious projects as the Erie and C&O canals.

Yet, it was obvious that the Nation would never develop to its full potential until a system of transportation had become a reality.

In 1806 Congress authorized the first expenditure of Federal funds to build a road west from Cumberland, Maryland. This road, which became known as the "National Road" ran through Uniontown and Washington, Pennsylvania to Wheeling, Virginia (now West Virginia) where river transportation west was available. Construction on the National Road began in 1811 and the road was completed in 1818. The road proved popular and was heavily traveled by both stagecoach and wagon.

The one single lesson learned from both public and private road construction was that building and maintaining a road was expensive.

Neither State or Federal officials had any stomach to levy the taxes that would be needed to construct the network of transportation facilities necessary to promote commerce and trade. Yet, they did not dare ignore the near constant clamor that came from almost every section of the country for improvement of the existing transportion systems.

Government land swap

If the Federal Government was short on money, it had a wealth of land. To the West more than a billion acres of land awaited the setler. It was inevitable that someone would suggest that the Government swap land for better transportation facilities.

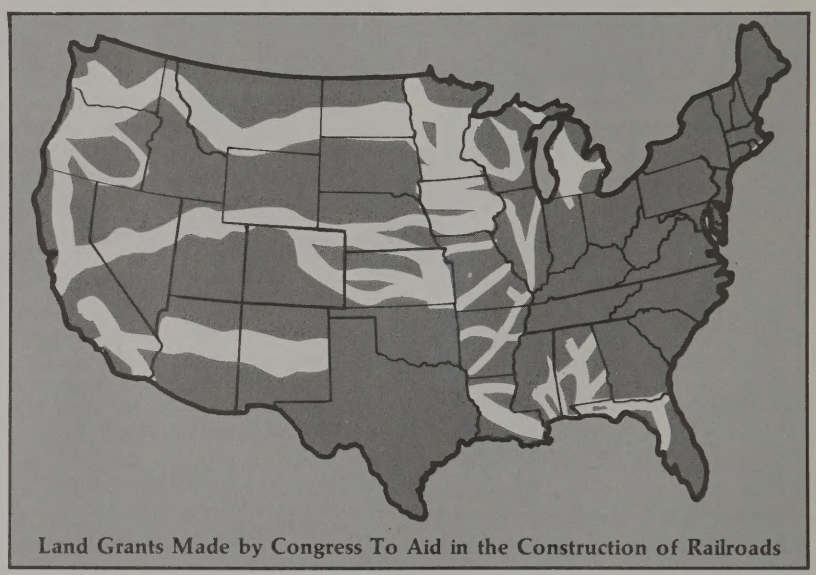
The first "land grant in aid of transportation," as the policy would be known, was made February 28, 1823 when Congress voted to implement the Treaty of Brownstown. This treaty, which had been signed in 1808, provided for the Chippewa, Ottawa, and other Indian tribes to cede certain Indian lands to the United States to be used for a right-of-way for a road through their lands.

In implementing the Treaty, Congress turned these lands over to the State of Ohio. In exchange, Ohio assumed responsibility for building a wagon road from the lower rapids of the Miami River to the western boundary of the Connecticut Western Reserve. Specifically, the State would get a 120-foot right-of-way and all the land within one mile of the right-of-way on both sides of the road. This amounted to about 60,000 acres of Indian land.

A second road would run from Upper Sandusky to the boundary of the land ceded to the United States by the Treaty of Greenville. In return for building this road, Ohio would receive "one-half of a quantity of land equal to two sections on the west side of the road." This rather convoluted phraseology marked the first attempt by Congress to grant alternate sections of land in support of transportation projects. From this grant, the State got 31,596 acres.

In 1827, Congress granted the State of Indiana lands ceded by the Potawatomi Indians for a road to run from Lake Michigan to the Ohio River. This road was completed in 1835. The grant amounted to 170,580 acres which Indiana sold for $252,136; the cost of the road was $251,848.

What is more important about this second grant was that Congress spelled out in more detail, the concept of granting alternate sections of land, first to the State and later to the railroads. That concept would become standard for all grants in aid and would leave a checkerboard pattern of Federal/private land ownership that is apparent on public land maps even today.



Land Grants Made by Congress To Aid in the Construction of Railroads

This was an attempt on the part of the Federal Government to "have their cake and eat it too." In other words to finance a transportation system at no cost or loss to the government or the taxpayer. A road brought sharp rises in land values in nearby areas. At that time land was being sold for a minimum of $1.25 an acre. Later grants would contain a provision that the minimum for lands within the grants would be $2.50 per acre. Thus, by getting twice as much for half the acreage, the Government got a road, canal or railroad at no loss of income from the sale of public land.

The practice of making grants of public land to the various States to support wagon road construction continued until March 3, 1869 when a final land grant was made to help finance a wagon road from Coos Bay to Roseburg, Oregon. From these grants, five States got more than three million acres of land.

The national bias favoring water transportation did not die without heroic efforts to promote river improvements and canals. No less a figure than George Washington spent years promoting efforts to improve navigability on the Potomac River. When that proved impractical, the Chesapeake and Ohio (C&O) Canal was built parallel to the river. The canal ran from Washington, D.C. to Cumberland, Maryland and was in operation as late as 1927, but showed a profit during only two years of its operation.

In 1827, Congress made its first land grant to help finance construction of a canal. Known as the Wabash and Erie, it was to connect the Wabash River with Lake Erie. When completed in 1842, this first segment connected Lafayette, Indiana with Toledo, Ohio. Eventually this canal was extended to Evansville, Indiana via Terre Haute and was 458 miles long. From the grant, Indiana received 1,480,409 acres of public land and Ohio received 266,535. This was the largest land grant ever made in support of canal construction and river improvement.

Land grants in support of canals also went to Illinois, Michigan and

Wisconsin. Between 1827 and 1862, canal grants amounted to 4.2 million acres of public land.

An additional grant of 2.2 million acres went to three States to encourage the improvement of river navigation. Included were : Alabama, for improvements on the Tennessee, Coosa, Catawba and Black Warrior Rivers; Wisconsin, for improvements on the Wisconsin and Fox Rivers; and Iowa, for improvements on the Des Moines River.

But the public land grants made for wagon roads and canals pale into insignificance when compared to the public lands that went to help finance the construction of the railroads.

Starting with a 13-mile track between Baltimore and Ellicott's Mill in Maryland that was chartered in 1827, the railroad was a reality of American life by 1850, and in keeping with the policy of using public lands to encourage transportation projects, President Millard Fillmore signed the Chicago and Mobile Act. The Act provided a grant of public land to Illinois, Mississippi, and Alabama to help finance the construction of a railroad between Chicago, Illinois and Mobile, Alabama. Each got one-half of the land, or all even numbered sections within a strip six miles wide on either side of the track. In those cases where the even numbered sections had already been settled, the railroad companies could select substitute (indemnity) lands within a strip from six to fifteen miles of the track.

Illinois turned her grant over to the Illinois Central Railroad. In return, the company was to build and operate the railroad. Alabama and Mississippi turned their grants over to the Mobile and Ohio Railroad. When the track was completed, the Illinois Central received 1.2 million and the Mobile and Ohio received 1.1 million acres of public land.

When Franklin Pierce succeeded Millard Fillmore to the Presidency in 1852, he was opposed to the policy of granting public lands to help railroads build tracks. Nevertheless, during his administration, bills granting 19.6 million acres of public land to eight states for railroad construction became law. Included were four railroads in Florida; seven in Alabama; two in Mississippi; two in Louisiana; and one each in Iowa, Michigan, Wisconsin and Minnesota. The Act granting the land to Minnesota was later repealed.

In 1853, Congress made certain changes in its grants. Instead of donating land to the States, the land went directly to the railroad companies. Grants now called for odd rather than even numbered sections.

Utah, 1869. Driving a gold spike as a result of the railroad land grants.

Transcontinental railroad

By this time there was a near consensus in the country for building a transcontinental railroad, and for the donation of public lands needed to finance such a road. California had been admitted into the union and thousands of settlers had traveled the Oregon Trail to establish communities in the Williamette Valley. A fast, efficient system of communication and transportation was needed to bind the West and East together.

The concept of a transcontinental railroad was not new. Dr. Hartwell Carver of Rochester, New York had extolled the merits of building a railroad to the Pacific Coast in an article written for the New York Courier and Enquirer in 1832. Later he suggested that the Federal Government reserve eight million acres of land to finance such a railroad from Lake Michigan to Oregon.

In his article, Dr. Carver predicted railroad cars 100 feet long and trains equipped with dining rooms and sleeping cars. According to Carver, such a project would bring an earthly millennium and would unite the world into one great church whose worship would include praise to God and the Oregon Railroad.

Public land - 16¢ an acre

In 1844, Asa Whitney offered a more definite proposal. If Congress would sell him 100 million acres of public land for 16¢ an acre, he would build a railroad from Milwaukee to Puget Sound. He would finance the construction from profits earned through sale of the land.

The matter of building a transcontinental railroad quickly became tangled in the politics leading the Nation into Civil War and could not be acted on until southerners left the Congress as their States withdrew from the Union. Then, with controversy resolved, Congress

enacted the Pacific Railroad Act which President Lincoln signed on July 1, 1862.

The Act authorized the Federal Government to charter specific companies to build the first transcontinental railroad and grant the public land necessary to help finance such a railroad. Two companies were chartered. The Union Pacific was to build west from Omaha, Nebraska, and the Central Pacific would build east from Sacramento, California. It was expected that the two railroads would meet somewhere in the West, but no one would hazard a guess as to the specific point of juncture. This vagueness was deliberate. Each company would receive land according to the amount of track actually laid, and resulting competition as each tried to reap the largest possible share of the grant was supposed to "make the mare go faster" and get the job done sooner.

Each Company was to receive a 400-foot right-of-way and 10 odd numbered sections of public land for each mile laid.

Despite all the effort, nothing much happened. The Nation was at war and its work force had been conscripted into the Army. Finance was a major problem. Hard headed financiers could reap huge profits dealing in supplies for the Army and were not convinced that they had much to gain backing a railroad that would pass through thousands of miles of wilderness with nothing to generate traffic. Even the grant lands could not be claimed until the railroad was built, and the railroad could not be built until there was capital. It was a vicious circle of inertia.

By 1864, railroad officials were back in Congress. Their arguments and some high-handed bribery of key Congressmen persuaded Congress to "sweeten the pot" in favor of the companies. The land grant was increased from 10 to 20 acres and provisions were made for the companies to receive loans of $32,000 to $48,000 per mile. The companies could collect two-thirds of the loan as soon as their road beds were completed and the rest when track was laid.

Still fretting over the slow pace of construction (the Union Pacific had not yet pushed beyond the outskirts of Omaha), President Lincoln called Dare Ames, a Massachusetts Congressman and manufacturer, to the White House only a week before his (Lincoln's) assassination. According to Ames, the President asked him to expedite the financing of the construction for the Union Pacific.

Ames and his brother responded by putting up one million dollars of their own money. This show of confidence quickly brought other investors and an additional $1.5 million in investments.

Making a shrewd analysis of the situation, Ames and other investors realized that the quickest and surest profits from the railroad would go to the contractor who built it. Those who owned and operated the system might not see any profit for years to come. Accordingly they organized construction companies that would be owned by themselves. In effect, the company hired itself to build its own track and paid itself handsomely in the process. It proved an effective way to make the rich richer.

To assure a favorable political climate, Ames lavishly awarded shares of stock to key Congressmen and high administration officials.

To handle the funding, Ames and his associates set up an organization to be known as "Credit Mobilier." This example was followed by officials in the Central Pacific who called their funding organization "Contractor Finance".

With adequate funding, each company had only its man-power problem to resolve. The Union Pacific solved theirs by using Irish immigrants. The Central Pacific turned to Chinese labor.

With these problems solved, both companies started to build in ernest. As the two crews drew close together, rivalry became intense. Knowing that their pay depended on how much track each crew laid, each tried to glean every possible mile from the project.

In Promontory, Utah, on May 10, 1869, a train from the East met a train from the West, and telegraphers tapped out the message "Done". The Country had its first transcontinental railroad. From the land grant, the Union Pacific eventually got 11 million acres of public land while the Central Pacific got almost 8 million.

With a transcontinental railroad in place, others soon followed. In California, the directors of the Central Pacific acquired control of the Southern Pacific. In 1883, the Southern Pacific completed a transcontinental railroad from New Orleans to the Pacific coast. The Northern Pacific built a railroad from Lake Superior to the Puget Sound the same year. Its 45 million acre land grant was the largest ever received by a railroad.

Two other transcontinental lines soon followed—The Atchison, Topeka and Santa Fe in 1885 and the Great Northern in 1895.

It had been a tremendous achievement. In 1865 there had been only 3,200 miles of railroad west of the Mississippi River. Now there were 70,000. In less than thirty years, more than 28 million individual rails had been laid.

In the beginning, there were few people who opposed the idea of swapping public lands for railroads. The Nation was committed to total development of its lands and resources, and that could come only after an adequate system of transportation had been developed. Once the railroads proved practical and workable, they had no real competitors.

The train was faster, more comfortable, and usually cheaper than other forms of transportation. With five transcontinental lines in place, the railroad was unquestionably the wave of the future.

Altogether the railroads had directly received 94 million acres and another 37 million indirectly through the grants to the States.

What was accomplished by the grants? Scholars generally agree that the railroads would have eventually been built—even without the grants. But most concede that the grants pushed the construction ahead by at least a decade.

Paul Herndon is a Public Information Specialist in BLM's Office of Public Affairs, Washington, D.C.

Coordinated Resource Management Planning

A participation vehicle that brings together local citizens concerned with resource management

By Jane Closson

What do a miner, a camper, a rancher, and a logger have in common? Generally little, until they come together as a group with a shared interest in the uses of public lands.

New demands on the resources of the public lands, increasing scarcity of basic commodities; greater mobility and leisure time; a growing appreciation of environmental values; urban growth; as well as traditional uses such as grazing, timber production, and mining are increasing pressures for the use of the lands. It is important that the impacts and tradeoffs involved in decisions for the many uses of the lands are clearly analyzed and understood before they are made. There is no room for hasty planning that may breed errors.

It is important that the users of the public lands have a say in how these valuable resources are to be managed and to ensure that equitable choices be made from among a variety of uses competing for the land.

The BLM in Nevada is fortunate to have the help of interested citizens through a new process called Coordinated Resource Management Planning (CRMP).

CRMP is the process that brings together all the people concerned with management of resources in a specific area. The purpose is *implementation* of a local management plan that is agreeable to all area users.

The process functions as a vehicle for groups to identify and solve problems in an area and then to implement the plans. One grazing allotment plan has been proposed, studied, and approved by a diversified group of land users, other interest groups and the BLM. Currently, seven other allotments are being proposed for the CRMP process and several ranchers are inquiring about how to use the program.

"The success of the first plan," said Frank Shields, Winnemucca District Manager, "is most encouraging." "We (the BLM) are helping whenever we can, but this has been primarily a citizen's effort—as it should be—and we're pleased with their initiative and interest."

Much credit for the successful CRMP process in the Paradise-Denio area, should go to the Humboldt County Extension Agent, Ken Sakurada, who organized the group and to the Chairwoman, Sammy Ugalde, a former County Commissioner (and rancher) who has given a tremendous amount of energy and time. Also, two representatives of the resource area's largest grazing permittee, Nevada First Corporation, have put together grazing management plans for their own allotments and have provided a framework and the impetus to keep the process moving.

The local Resource Action Council provided a framework for a local CRMP group, and the Humboldt County Extension Agent has continued to be a moving force in the program's organization. The local group elected officers early in January 1981 and appointed a subcommittee to consider a grazing management plan proposed by Nevada First Corporation.

A primary aim of the corporation, according to one of its representatives, was to include all users and interest groups so that no surprises or lawsuits would delay actual implementation of plans. The original group included representatives of local, State and Federal governments, conservation groups, and wild horse, recreation, mining, wildlife and ranching interests.

The corporation's allotment plan was specific as to acreages, seedings, treatments, and studies and was reasonable and well thought out. The CRMP group considered the plan and in about two months came to a consensus. Many compromises by the various interests involved were necessary, e.g., the wild horse and rancher groups who have often disagreed in the past about management of the range.

BLM personnel have spent many hours attending meetings and providing information to various members of the CRMP group. The original meeting was in November 1980 and the first allotment agreement was not completed and signed until the end of March 1981. Dick Wheeler, a primary BLM contact, estimates he may have spent as much as 75 hours on this first agreement. But subsequent ones, he said, will probably take less time; depending on the problem and people involved.

The group has tried to involve

(CRMP continued from page 21)

as many interests as possible and has succeeded admirably. Members include representatives of the Sierra Club; the International Society for the Protection of Wild Horses and Burros; the Animal Protection Institute; the State Conservation Commission; Nevada State Departments of Water Resources, Wildlife, Lands and Agriculture; the University of Nevada Agriculture Department and Extension Service; the State Cattlemen's Association; a range consultant representing some local ranchers; individual ranchers, (even if not permittees in the allotments under discussion); other Federal agencies such as the Forest Service; U.S. Soil Conservation Service; the U.S. Agricultural Stabilization and Conservation Service; local mining interests; the District Grazing Advisory Board and Multiple Use Advisory Council; the County Planning Office and Commissioners; the local city government and local recreation interests.

Other interests, such as off-road vehicle clubs, might also be involved, depending on the subject of discussion. At a recent allotment subcommittee meeting the following subjects were discussed: old trailing agreements, water improvements in wilderness study areas, waterfowl sites, ground cover and soil erosion, suggestions from the wild horse subcommittee, possible archeological sites, fishing and streams, Areas of Critical Environmental Concern (ACEC's), forage types and conditions, and grazing periods.

With the encouragement of the Nevada State Conservation Commission and many private citizens, the State Multiple Use Advisory Committee on Federal Lands took the initiative in promoting the CRMP concept. Subsequently, managers of five State agencies and five Federal agencies, including BLM, recently signed a Memorandum of Understanding formally establishing the executive group.

Jane Closson is a Public Affairs Officer in BLM's Winnemucca District, Nevada.

Public Land Sales

Tracts of public land are sold by the State Offices listed on this page. Sales are held only when land use planning indicates that the public interest will be better served by disposal of the tract in question. In light of the time involved in preparing, printing, and distributing this publication, it is impossible to report on all sales far enough in advance to give most readers an opportunity to participate. However, notices of sale will be published in the Federal Register and in local newspapers serving the community where the land being offered is located. These notices will appear at least 60 days before the sale.

STATE OFFICES

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT

ALASKA:
701 'C' Street
Box 13
Anchorage, AK 99513

ARIZONA:
2400 Valley Bank Center
Phoenix, AZ 85073

CALIFORNIA:
Federal Building, Room E-2841
2800 Cottage Way
Sacramento, CA 95825

COLORADO:
Colorado State Bank Building
1600 Broadway
Denver, CO 80202

STATES EAST OF THE MISSISSIPPI RIVER, PLUS IOWA, MINNESOTA, MISSOURI, ARKANSAS AND LOUISIANA:
Eastern States Office
350 So. Pickett St.
Alexandria, VA 22304

IDAHO:
Federal Building,
550 West Fort Street
P.O. Box 042
Boise, ID 83724

MONTANA, NORTH DAKOTA AND SOUTH DAKOTA
222 N. 32nd Street
P.O. Box 30157
Billings, MT 59107

NEVADA:
Federal Building, Room 3008
300 Booth Street
Reno, NV 89509

NEW MEXICO, OKLAHOMA AND TEXAS:
U.S. Post Office and Federal Building
P.O. Box 1449
Santa Fe, NM 87501

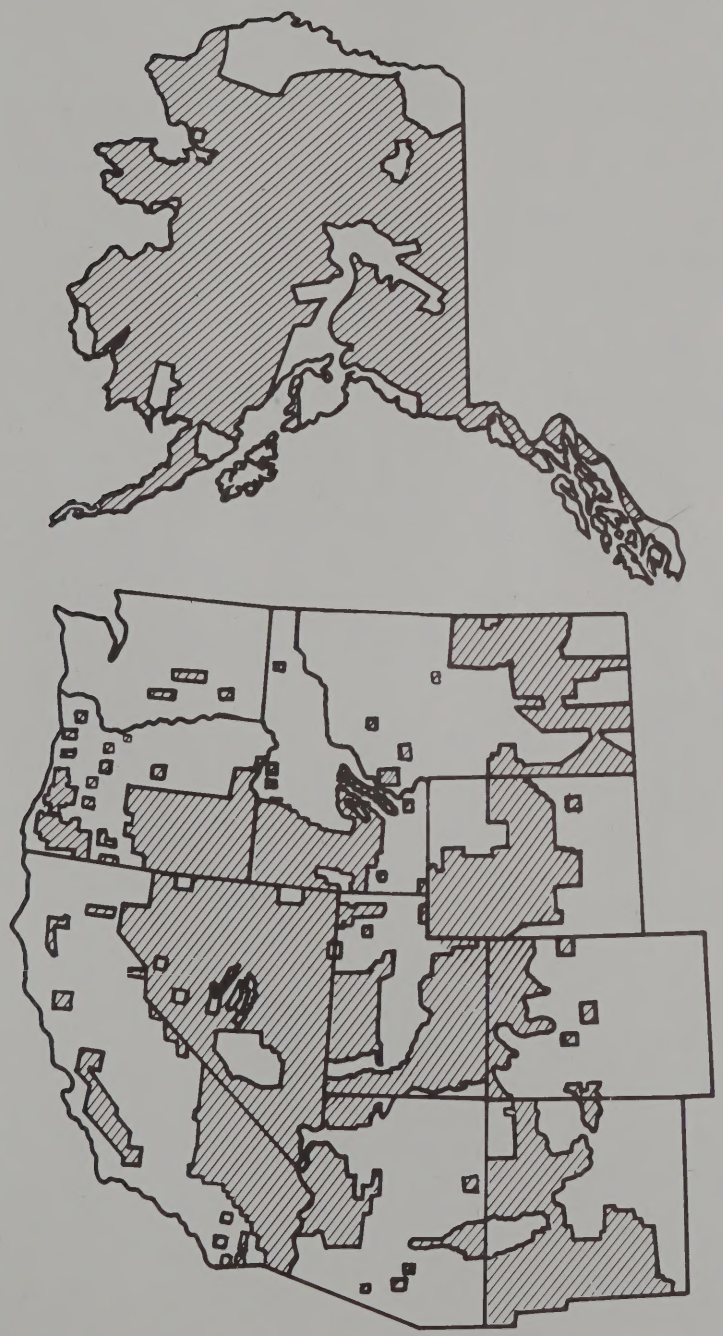
OREGON AND WASHINGTON:
729 N E Oregon Street
P.O. Box 2965
Portland, OR 97208

UTAH:
University Club Building
136 East South Temple
Salt Lake City, UT 84111

WYOMING, KANSAS AND NEBRASKA:
2515 Warren Ave.
P.O. Box 1828
Cheyenne, WY 82001

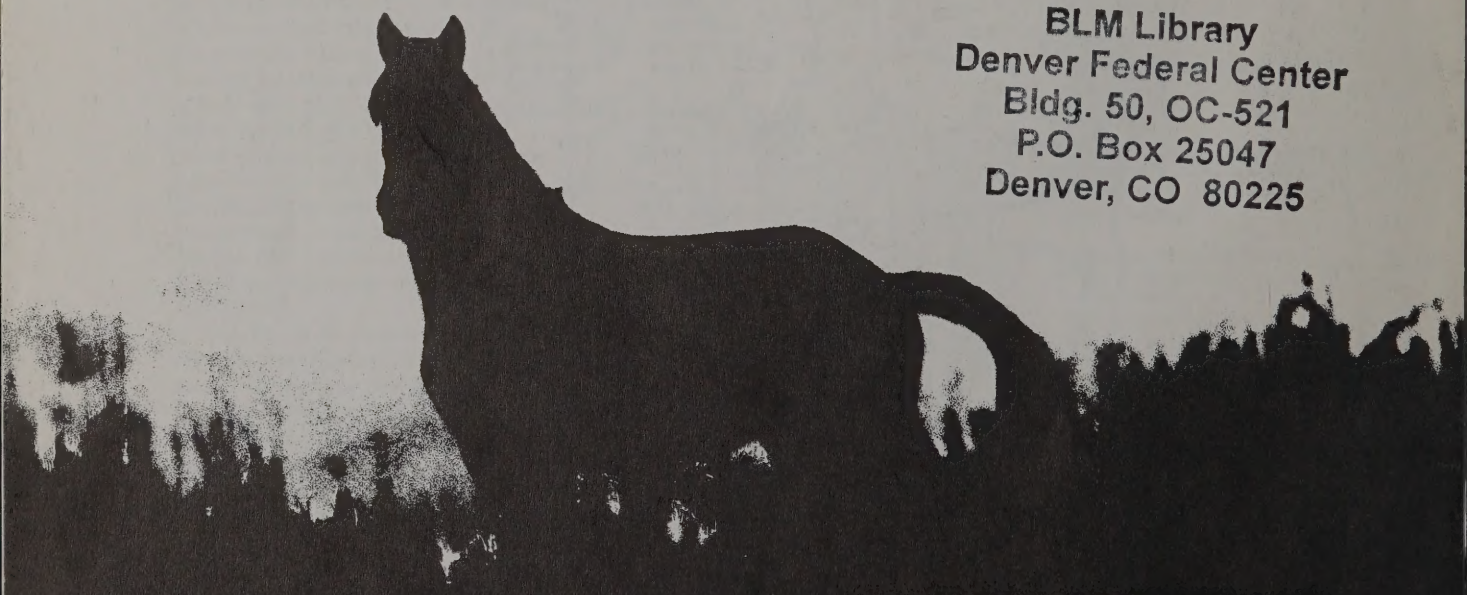
U.S. GOVERNMENT PRINTING OFFICE : 1981 O - 358-128

Western Lands Administered by the Bureau of Land Management



Sure, adopting a wild horse or burro isn't for everyone.

But if you're not the kind to back away from a challenge, and you'd like to help keep our natural resources in balance, then you might want to adopt one of these symbols of the historic West.



For information and an application, write:

Adopt-A-Horse
Bureau of Land Management
U.S. Department of the Interior
Washington, D.C. 20240